

RICHARDSON'S BAY REGIONAL AGENCY

Board of Directors Meeting Notice

Thursday, May 14, 2020, 5:00 PM

Via Remote Zoom Meeting

Coronavirus (COVID-19) Advisory Notice: In compliance with local and state shelter-in-place orders, and as allowed by Executive Order N-29-20 (March 17, 2020), the Agency will not offer an in-person meeting location for the public to attend this meeting. Members of the public may offer public comment remotely from a safe location as described below. Members of the Board of Directors or staff may participate in this meeting electronically or via teleconference.

How to participate remotely: Comments may be emailed to bethapollard@gmail.com in advance of the meeting; please write "Public Comment" in the subject line. Comments submitted at least one hour prior to the start of the meeting will be forwarded to the Board of Directors prior to the meeting start. Those received after this time will be shared with the Board members after the meeting.

The meeting will be available to the public through Zoom video conference. Those who do not have access to Zoom may access the meeting by calling one of the toll-free phone numbers below.

The Richardson's Bay Regional Agency is inviting you to a scheduled Zoom meeting.

Topic: RBRA Board of Directors Regular Meeting

Time: May 14, 2020, 5:00 PM Pacific Time (US and Canada)

Join Zoom Meeting:

<https://us02web.zoom.us/j/87694172737?pwd=QndoVmNhSXRLeWFERWRHYVlkemZEEZz09>

Meeting ID: 876 9417 2737

Password: 114406

Zoom link/information also appears on RBRA website: rbra.ca.gov

Toll-free phone access:

888 788 0099 US Toll-free

833 548 0276 US Toll-free

833 548 0282 US Toll-free

877 853 5247 US Toll-free

RBRA encourages that comments be submitted in advance of the meeting. Those members of the public using the Zoom video conference function who wish to comment on an agenda item for public comment may write "I wish to comment" in the chat section of the remote meeting platform, or click on "raise hand" when that item is underway. Those members of the public attending by telephone who wish to comment should press *9 on their keypad. The Clerk will unmute the speakers one at a time at the appropriate time for public comment.

Any member of the public who needs special accommodations in advance of the public meeting to attend may email the Agency Clerk at bethapollard@gmail.com, or phone 510-812-6284, who will use her best efforts to provide assistance. If assistance is needed during the meeting, you may email ccook@cityofbelvedere.org, and best efforts will be made to provide such assistance.

RICHARDSON'S BAY REGIONAL AGENCY

Board of Directors Meeting Agenda

Thursday, May 14, 2020

Via Remote Zoom Meeting

<https://us02web.zoom.us/j/87694172737?pwd=QndoVmNhSXRLZWFERWRHYVlkemZlZz09>

Meeting ID: 876 9417 2737

Password: 114406

PUBLIC COMMENT IS INVITED CONCERNING EACH AGENDIZED ITEM PURSUANT TO THE BROWN ACT. PLEASE LIMIT YOUR COMMENTS TO THREE (3) MINUTES.

PLEASE SEE ABOVE MEETING NOTICE INFORMATION ABOUT OPTIONS TO COMMENT REMOTELY IN ADVANCE, DURING THE MEETING VIA ZOOM BY WRITING "I WISH TO COMMENT" IN THE CHAT FEATURE OR VIA PHONE BY TYPING *9 TO RAISE YOUR HAND. YOU WILL BE RECOGNIZED TO SPEAK AT THE APPROPRIATE TIME DURING THE AGENDA ITEMS

5:00 PM: CALL TO ORDER IN REMOTE OPEN SESSION – ROLL CALL

ADJOURN TO CLOSED SESSION:

1) CONFERENCE WITH LEGAL COUNSEL – INITIATION OF LITIGATION

Deciding to initiate litigation pursuant to California Government Code section 54956.9(d)(4)

Number of Potential Cases: One

2) CONFERENCE WITH LEGAL COUNSEL - ANTICIPATED LITIGATION

Significant exposure to litigation pursuant to California Government Code § 54956.9(d)(2).

Number of potential case(s): One.

5:30 PM: RECONVENE IN REMOTE OPEN SESSION

- 1) Announce action taken, if any, in closed session.
- 2) Consent Agenda. The Consent Agenda reflects those agenda items with prior policy approval from the Board and/or are administrative matters. Unless any item is specifically removed by a member of the Board, staff, or public in attendance, the Consent Agenda will be adopted by one motion.
 - a. Approve minutes of March 12, 2020, and May 1, 2020.
- 3) Financial Statements and Independent Auditor's Report from Maher Accountancy, Years Ended June 30, 2019 and 2018. Staff recommendation: Accept the statements and report.
- 4) Information Item: Presentation on Community Efforts
- 5) Fiscal year 2020-21 Budget. Staff recommendation: Approve Resolution No. 02-20 adopting the fiscal year 2020-21 budget.
- 6) Open time for public expression. Members of the public are welcome to address the Board for up to three minutes per speaker on matters not on the agenda. Under the state Brown Act, Board members may not deliberate or take action on items not on the agenda, and generally only may listen.
- 7) Reports/comments: a) Staff updates; b) Board Member matters
- 8) Adjourn.

AN AGENDA PACKET IS AVAILABLE AT THE RBRA WEBSITE <http://rbra.ca.gov> and at the Marin County Community Development Agency, 3501 Civic Center Dr. Room 308, San Rafael, CA 94903
510-812-6284 bethapollard@gmail.com

RICHARDSON'S BAY REGIONAL AGENCY

DRAFT MINUTES OF MARCH 12, 2020

Board of Directors Meeting

HELD AT TIBURON TOWN HALL COUNCIL CHAMBERS

MEMBERS PRESENT: Jim Wickham, Chair (Mill Valley); Marty Winter (by telephone, Belvedere); Kathrin Sears (Marin County); David Kulik (Tiburon)

STAFF: Beth Pollard, (Executive Director); Curtis Havel (Harbormaster)

Chair Wickham called the meeting to order at 5:30 p.m.

Consent Agenda

a. Approve minutes of February 13, 2020

M/s, Sears/Kulik, to approve the Consent Agenda. Motion passed unanimously.

Information Item: Presentation on Community Efforts

Doug Storms, Richardson's Bay Special Anchorage Association, said that the increase in vessel numbers has been stopped, and spoke to operating in a loving, compassionate way forward.

Richardson's Bay Anchorage Transition Planning

Executive Director Pollard presented the staff report outlining a draft transition vision, principles, and actions.

Public comment:

John Sperry said he had signed up for housing, was still on the anchorage, and urged RBRA not to kick people on the boats in the anchorage out of what is their housing, that putting people on the street will exacerbate the crisis.

Lewis Tenwinkle said the transition outline looked workable.

Jim Robertson, West Shore Road, Belvedere, said his house has been hit by boats that contain debris, feces, and gasoline – the latter of which he was concerned would create a fire in 40 knot winds. He said people will not be able to become mariners overnight, that nobody is out there providing protection, and that another two years is not a good thing. He urged getting slips for old timers, that mooring balls were not going to do the trick. His concern was boats that have no power.

Doug Storms said there were five to six boats on the line between Belvedere and Sausalito to protect boats from hitting the shore; he recounted protecting 40 boats from crashing and being on the shore. He said there needs to be liveaboards for public safety, that there needs to be a legacy community to protect kayakers and others.

Connie Stryker, West Shore Road, Belvedere, supported Jim Robertson's comments and added that her heating vents had been pulled out from a boat that hit her property,

Sunny Yao said she had found a great deal of happiness living on the water, and that there needed to be a dumpster and related support for cleaning up trash. She said they needed a fund for the boat savers, as the help they can provide is only as good as the equipment.

Bruce, West Shore Road, said his concern was about safety, that his house had been hit by a houseboat and another boat, and that there had been gasoline and garbage on the boat; it is dangerous to be on a boat without an engine.

Terry Thomas, Marin Conservation League, spoke in support of the Richardson's Bay Special Area Plan, actively protecting and restoring eelgrass, and compliance with the expectations of BCDC.

Barbara Salzman, Marin Audubon, said resources need to be protected completely, that it was hard to trust that enforcement will continue, that there should be no previous people or new vessels, that all the potential enforcement priorities listed should be done all together, asked what are the legacy anchorouts, and that it doesn't seem like it would comply with BCDC regulations.

Kelly Darling, Richardson's Bay Special Anchorage Association, said she had lived on the bay for 35 years, that the water treatment plants spill millions of gallons of sewage in the bay, and that the water is cleanest in the bay.

Court Mast said that the Merkel study has delineated where eelgrass beds are, and where they are not in the southern part of the anchorage. BCDC is demanding removal of all vessels in a reasonable period of time, and encouraged RBRA to proceed with removal of all vessels.

Walt Stryker, said the anchor and anchor chain or rope conditions were key in whether a boat drifted, supported inspecting boats to ensure proper anchoring, and that boats with gasoline were like floating bombs.

Paul Mowry, pastor of the Sausalito Presbyterian Church, urged RBRA to place a moratorium on all enforcement for humanitarian and public health reasons because of the extraordinary and unprecedented Coronavirus epidemic; that resources are needed more for helping people.

Board member comments:

Board Member Sears: Asked staff to review State guidance on taking care of homeless populations during the COVID crisis and to reach out to Andrew Hening to ensure coordinated support to people in need; the transition plan overall framework is fine, needs filling in of details to take it forward.

Board Member Kulik: The framework is a good starting point; need more detail such as qualifications for legacy anchorouts, registration, standards for vessels and mariners, enforcement of standards; and timelines. Details will get clarity, which is in everyone's

best interest to set expectations and to resolve issues of safety and compliance. Everyone who lives on or near the bay needs to comply with standards; this is a community, the anchorouts want to be considered a community, and having standards and compliance helps create the sense of community and is in best interest of the environment; this is a balance between safety, sanitation, the environment, and compassion. We have to keep in mind BCDC's authority in moving forward.

Board Member Winter: A threshold question is the quality and length of stay in the anchorage by occupied vessels. Boats that slip their anchors or create waste create problems. He has been listening hard to the residents of Belvedere's West Shore Road and realizes there have been collisions with their docks and understands those concerns. The only way it is going to ultimately work is to have a modest mooring field to prevent vessels from slipping loose and damaging eelgrass. He hopes the transition plan framework will create a sense of trust with BCDC that the agency is headed in the right direction of eliminating problems of human occupation of the bay.

Chair Wickham: The Board has heard a lot of concerns, has had a lot of workshops, has been working with partners, this is a foundation to go before BCDC that we are taking this seriously, and we are working with partners, that we are balancing the situation among all the issues; we need definitions of legacy and requirements; can those boats withstand storms, and we have to recognize limited resources and need help from everyone including BCDC.

Sears/Kulik, to direct staff to prepare a proposed transition plan based on the draft transition vision, principles, and actions, and to prepare a presentation to the Bay Conservation & Development Commission (BCDC) based on Board direction on the draft vision, principles, and actions, and on progress in meeting BCDC expectations. Motion passed unanimously.

Open Time for Public Expression

Sunny Yao said she didn't want to lose her boat, that she had become disabled as a child, and she does not make enough money to afford a slip.

Robbie Powelson was concerned about the structure of how Richardson's Bay is managed, and questioned where do people on the bay find a voice in government.

Kelly Darling, Richardson's Bay Special Anchorage Association, said there has never been a fire on the shoreline started by a boat. She urged West Shore Road residents to contact the anchorouts when a boat had drifted to their property and that they would pull off the boats. She said the Association would like to meet West Shore Road residents and Marin Audubon directly.

Doug Storms reminded people about the 1994 court decision from the 9th District Court as being a roadmap to deal with the problem, and that the anchorage is a historical community,

Robbie Powelson urged ending the destruction of debris until the Coronavirus has abated,

John Sperry, anchorout, said he tried to donate a boat to a veterans group but that Curtis took it before he was able to take it there; he said 90% of the motors in marinas do not have fuel tanks.

Staff updates:

Harbormaster Havel reported that the number of vessels on the bay was down to 126 vessels currently in anchorage (as of March 6, 2020), down from 135 last month.

Approximately 105 vessels are occupied. He noted that the US Coast Guard accompanied him on patrol this past month.

Bored matters: None

The meeting was adjourned at 7:00 pm.

RICHARDSON'S BAY REGIONAL AGENCY
BOARD OF DIRECTORS
DRAFT MINUTES OF MAY 1, 2020 MEETING
VIA REMOTE ZOOM MEETING

CALL TO ORDER

Chair Wickham called the meeting to order at 9:00 a.m.

Board Members present: Jim Wickham, Chair (Mill Valley); Marty Winter (Belvedere); Kathrin Sears (Marin County); David Kulik (Tiburon)

ADJOURN TO CLOSED SESSION

There was no public comment.

The Board adjourned to closed session for the following matters:

1. Conference with legal counsel regarding anticipated litigation pursuant to California Government Code Section 54956.9(d)(2). Number of potential cases: One.
2. Public Employee Appointment pursuant to Government Code Section 54957. Title: Executive Director, Harbor Administrator.

RECONVENE IN OPEN SESSION

ANNOUNCEMENT OF ACTION TAKEN IN CLOSED SESSION, IF ANY

Vice Chair Sears announced that no action was taken.

ADJOURNMENT

The Board adjourned at 10:10 am.

RICHARDSON'S BAY REGIONAL AGENCY
STAFF REPORT

For the meeting of: May 14, 2020

To: RBRA Board of Directors
From: Beth Pollard, Executive Director
Subject: Financial Statements and Independent Auditors' Report for years ended June 30, 2019 and 2018

STAFF RECOMMENDATION:

Accept the Financial Statements and Independent Auditors' Report for years ended June 30, 2019 and 2018.

BACKGROUND:

Every two years, the RBRA engages the services of an accountancy firm to prepare financial statements and conduct an outside, independent audit. The RBRA's last audit for fiscal years ending June 30, 2017 and 2016 was presented and accepted by the Board of Directors in February 2019.

DISCUSSION:

The auditor concludes that the financial statements present fairly, in all material respects, the financial position of the Agency as of June 30, 2019 and 2018, and in accordance with generally accepted accounting principles. The auditor reviewed internal controls and did not find any material weaknesses, but did identify deficiencies in internal controls for which he includes recommendations; staff will develop protocols and procedures to remedy these deficiencies to the extent resources are available.

As the report notes, RBRA's net position decreased by \$42,182 in FY 18 and increased by \$89,265 in FY 19. RBRA's total net position at the end of fiscal year 2019 was \$131,998, of which \$113,988 was unrestricted funds and \$18,525 was investment in capital assets.

Michael Maher, from Maher Accountancy, will be present at the meeting to address questions from the Board members.

FISCAL IMPACT:

None from accepting the statements and auditor's report.

NEXT STEPS:

The process for the financial reports and audit for fiscal year 2020 and 2021 is scheduled to commence in the fall of 2021.

Attachments:

Financial Statements and Independent Auditor's Report, Years Ended June 30, 2019 and 2018.



May 7, 2020

To the Board of Directors
Richardson's Bay Regional Agency

We have audited the financial statements of the Richardson's Bay Regional Agency for the years ended June 30, 2019 and 2018 and have issued our report thereon dated May 6, 2020. Professional standards require that we provide you with information related about our responsibilities under generally accepted auditing standards, as well as certain information related to the planned scope and timing of our audit. Professional standards also require that we communicate to you the following information related to our audit.

Significant Audit Findings

Qualitative Aspects of Accounting Practices

Management is responsible for the selection and use of appropriate accounting policies. The significant accounting policies used by Richardson's Bay Regional Agency are described in Note 1 to the financial statements. We noted no transactions entered into by the governmental unit during the year for which there is a lack of authoritative guidance or consensus. All significant transactions have been recognized in the financial statements in the proper period.

Accounting estimates are an integral part of the financial statements prepared by management and are based on management's knowledge and experience about past and current events and assumptions about future events. Certain accounting estimates are particularly sensitive because of their significance to the financial statements and because of the possibility that future events affecting them may differ significantly from those expected. The most sensitive estimate(s) affecting the financial statements were:

Management's estimate that salary and related benefits of the Harbor Administrator were allocable in the following manner: 50% to operating and security, 2% to maintenance, and 48% to administration and general.

Difficulties Encountered in Performing the Audit

We encountered no significant difficulties in dealing with management in performing and completing our audit.

Corrected and Uncorrected Misstatements

Professional standards require us to accumulate all known and likely misstatements identified during the audit, other than those that are trivial, and communicate them to the appropriate level of management. We detected numerous corrections to the financial reports presented to us for audit. The audited financial statements report amounts after misstatements were corrected. The following material misstatements were detected by us:

- Reduce 2018-19 revenue by \$100,000 regarding County of Marin funding received in January 2019, but not earned as of June 30, 2019.

Disagreements with Management

For purposes of this letter, professional standards define a disagreement with management as a financial accounting, reporting, or auditing matter, whether or not resolved to our satisfaction, that could be significant to the financial statements or the auditor's report. We are pleased to report that no such disagreements arose during the course of our audit.

Management Representations

We have requested certain representations from management that are included in the management representation letter dated May 6, 2020.

Management Consultations with Other Independent Accountants

In some cases, management may decide to consult with other accountants about auditing and accounting matters, similar to obtaining a "second opinion" on certain situations. If a consultation involves application of an accounting principle to the governmental unit's financial statements or a determination of the type of auditor's opinion that may be expressed on those statements, our professional standards require the consulting accountant to check with us to determine that the consultant has all the relevant facts. To our knowledge, there were no such consultations with other accountants.

Other Audit Findings or Issues

We generally discuss a variety of matters, including the application of accounting principles and auditing standards, with management each year prior to retention as the governmental unit's auditors. However, these discussions occurred in the normal course of our professional relationship and our responses were not a condition to our retention.

Other Information Accompanying the Financial Statements

We respect to the supplementary information accompanying the financial statements, we made certain inquiries of management and evaluated the form, content and methods of preparing the information to determine that the information complies with U.S. generally accepted accounting principles, the methods of preparing it has not changed from the prior period (if applicable), and the information is appropriate and complete in relation to our audit of the financial statements. We compared and reconciled the supplementary information to the underlying accounting records used to prepare the financial statements or to the financial statements themselves.

This information is intended solely for the use of Board of Directors and management of Richardson's Bay Regional Agency and is not intended to be and should not be used by anyone other than these specified parties.

Very truly yours,

Maher Accountancy

RICHARDSON'S BAY REGIONAL AGENCY
FINANCIAL STATEMENTS
AND
INDEPENDENT AUDITORS' REPORT
YEARS ENDED JUNE 30, 2019 AND 2018

TABLE OF CONTENTS

Independent Auditors' Report	1
Management's Discussion and Analysis	3
Financial Statements:	
Statements of Net Position	8
Statements of Revenues, Expenses and Changes in Net Position	9
Statements of Cash Flows	10
Notes to Financial Statements	12
Supplemental Information:	
Budgetary Comparison Schedule-2019	18
Budgetary Comparison Schedule-2018	19
Notes to Supplemental Information	20



INDEPENDENT AUDITORS' REPORT

To the Board of Directors
Richardson's Bay Regional Agency

We have audited the accompanying financial statements of the Richardson's Bay Regional Agency (the Agency) as of and for the years ended June 30, 2019 and 2018, and the related notes to the financial statements, which collectively comprise the Agency's basic financial statements as listed in the table of contents.

Management's Responsibility for the Financial Statements

Management is responsible for the preparation and fair presentation of these financial statements in accordance with accounting principles generally accepted in the United States of America; this includes the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

Auditor's Responsibility

Our responsibility is to express opinions on these financial statements based on our audit. We conducted our audit in accordance with auditing standards generally accepted in the United States of America. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity's preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

Opinion

In our opinion, the financial statements referred to above present fairly, in all material respects, the financial position of the Agency as of June 30, 2019 and 2018, and the changes in financial position for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Other Matters

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis, as listed in the table of contents, be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board, who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Other information

Our audit was conducted for the purpose of forming an opinion on the financial statements that collectively comprise the Agency's basic financial statements. The budgetary comparison schedules and the notes to the supplemental information are presented for purposes of additional analysis and are not a required part of the basic financial statements.

Maher Accountancy

May 6, 2020

MANAGEMENT'S DISCUSSION AND ANALYSIS

The Management's Discussion and Analysis provides an overview of the Agency's financial activities for the fiscal years ended June 30, 2019, and 2018. Please read it along with the Agency's financial statements, which begin on page 8.

FINANCIAL HIGHLIGHTS

The Agency's net position increased by \$89,000 from 2018 to 2019. Total revenues increased \$138,000 and total expenses increased by \$6,000 in 2019 as compared to 2018.

A budgetary comparison schedule is included in the supplemental information section. That schedule indicates that in 2018-2019 revenues were \$128,833 less than budgeted, and expenses were \$123,307 less than budgeted. In fiscal year 2017-18's revenues were less than budgeted by \$98,240 and expenses less than budgeted by \$89,137.

OVERVIEW OF THE FINANCIAL STATEMENTS

This discussion and analysis is intended to serve as an introduction to the Agency's basic financial statements. The Agency's basic financial statements comprise two components: (1) government-wide financial statements and (2) notes to the financial statements. This report also contains other supplementary information in addition to the basic financial statements.

The government-wide financial statements are designed to provide readers with a broad overview of the Agency's finances, similar to a private-sector business.

The Statement of Net Position information on all of the Agency's assets and liabilities, with the difference between assets and liabilities reported as net position. Over time, increases or decreases in net position may serve as a useful indicator of whether the financial position of the Agency is improving or deteriorating.

The Statement of Revenues and Expenses presents information showing how the Agency's net income or loss changed during the fiscal year. All changes in net position are recognized at the date the underlying event that gives rise to the change occurs, regardless of the timing of the related cash flows.

The Statement of Cash Flows present information about the Agency's cash receipts, cash payments and net changes in cash resulting from operations, investing, and financing activities. This statement shows the source and uses of cash, as well as the change in the cash balances during fiscal year.

The Agency is a single-purpose entity that has elected to account for its activity as an enterprise fund type under governmental accounting standards. Accordingly, the Agency presents only government-wide financial statements

MANAGEMENT'S DISCUSSION AND ANALYSIS

Changes in the Agency's net position were as follows:

	2017	2018	2019	Increase (decrease) (2019-2018)
Cash	\$ 64,513	\$ -	\$ 39,279	\$ 39,279
Receivables	13,078	153,913	197,632	43,719
Prepaid expenses	3,746	3,756	3,857	101
Capital assets, net	32,889	23,734	18,525	(5,209)
Total assets	114,226	181,403	259,293	77,890
Current liabilities	29,321	138,680	127,305	(11,375)
Investment in capital assets	32,889	23,734	18,525	(5,209)
Unrestricted	52,016	18,989	113,463	94,474
Total net position	\$ 84,905	\$ 42,723	\$ 131,988	\$ 89,265

The Agency experienced fluctuations in its cash balance year over year largely as a result of the timing difference between incurring reimbursable type expenses and receiving funds from the associated Department of Boating and Waterways (DBW) grant. At the end of 2017-18, the Agency reported zero available cash. Funds were expended on vessel abatement in advance of reimbursement from the DBW grant. As funding was received from the DBW grant and member contributions, cash was replenished, and the related liability was eliminated. In 2018-19, the Agency received \$100,000 from the County of Marin to assist with a one-time mooring feasibility study. These funds are recorded as a liability at the end of the year as the costs that will be covered by the funds had not yet occurred.

MANAGEMENT'S DISCUSSION AND ANALYSIS

Changes in the Agency's revenues were as follows:

	<u>2017</u>	<u>2018</u>	<u>2019</u>	Increase (decrease) (2019-2018)
Operating revenues:				
State of California contracts	\$ 212,209	\$ 166,035	\$ 217,351	\$ 51,316
County of Marin grant	63,521	-	-	-
Slip rentals and moorings	11,389	6,135	5,330	(805)
Sales and services	10,424	15,586	30,920	15,334
Total operating revenues	<u>297,543</u>	<u>187,756</u>	<u>253,601</u>	<u>65,845</u>
Nonoperating revenues:				
Agency member contributions	282,101	345,997	415,196	69,199
Interest income	666	1,804	4,266	2,462
Total nonoperating revenues	<u>282,767</u>	<u>347,801</u>	<u>419,462</u>	<u>71,661</u>
Total revenues	<u><u>\$ 580,310</u></u>	<u><u>\$ 535,557</u></u>	<u><u>\$ 673,063</u></u>	<u><u>\$ 137,506</u></u>

The Agency receives revenue from the California Department of Boating and Waterways (DBW) to fund the disposition of derelict vessels in the Bay. This revenue is a reimbursable grant and funding is dependent on the timing the Agency performs certain tasks, such as disposing of derelict vessels.

The increase in agency member contributions agrees to the planned increase outlined in the budget. The budget increase was in anticipation of additional legal, planning and enforcement costs related to a revision in Agency enforcement priorities for vessels in the bay.

During 2016-17 the Agency received a one-time grant from the County of Marin.

MANAGEMENT'S DISCUSSION AND ANALYSIS

Changes in Agency's expenses and net position were as follows:

	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>Increase (decrease) (2019-2018)</u>
Operating expenses:				
Operating and security	\$ 417,793	\$ 349,191	\$ 392,596	\$ 43,405
Maintenance	9,996	8,076	18,418	10,342
Administration and general	176,348	220,472	172,784	(47,688)
Total expenses	604,137	577,739	583,798	6,059
Revenues	580,310	535,557	673,063	137,506
Increase in net position	<u>\$ (23,827)</u>	<u>\$ (42,182)</u>	<u>\$ 89,265</u>	<u>\$ 131,447</u>

In conjunction with revenue increases in our State contract, salvaging expenses have increased, which accounts for most of the increase in operating and security. Administrative and general expenses during 2019 were less than in 2018 due primarily to a credit received in 2019 for legal fees charged to the Agency in 2018 that were subsequently assumed by the County of Marin.

THE FUTURE OF THE AGENCY

The RBRA's focus in 2019-20 has been the completion of a marine ecology-based feasibility, planning study to inform about safe and health mooring locations and equipment/technique, as well as overall capacity and accessing the shore, adoption of Ordinance No. 19-1 updating definitions and requirements for vessels to be on the bay and establishments of enforcement priorities to encompass all unoccupied vessels and time limits on new vessels entering the bay.

Additionally, RBRA is developing a transition plan for meeting its goals of a safe, healthy, and well-managed bay, as well as addressing expectations of RBRA conveyed by the Bay Conservation and Development Commission (BCDC) in December 2019. These expectations encompass initiating action to cause the removal of certain categories of vessels BCDC has determined to pose greater risks, as well as transmittal of a plan that will result in the removal of remaining vessels in a reasonable period of time. This state agency's timeline for initiating actions and transmitting a plan is March 31, 2020.

RBRA has had continued success with grants from the Surrendered and Abandoned Vessel Exchange Program (SAVE) through the State of California Division of Boating & Waterways. In December 2019, RBRA was awarded a \$250,000 SAVE grant, which is valid through September 2021. In August 2019, RBRA was awarded a \$150,000 Marine Debris Removal grant from the National Oceanic & Atmospheric Administration (NOAA), which is valid through July 2021.

MANAGEMENT'S DISCUSSION AND ANALYSIS

REQUESTS FOR INFORMATION

This financial report is designed to provide our citizens, taxpayers, and creditors with a general overview of the Agency's finances and to demonstrate the Agency's accountability for the funds under its stewardship.

Please address any questions about this report or requests for additional financial information to the address on our letterhead.

Respectfully submitted,

Beth Pollard

Beth Pollard, Executive Director

FINANCIAL STATEMENTS

RICHARDSON'S BAY REGIONAL AGENCY
STATEMENTS OF NET POSITION
JUNE 30, 2019 AND 2018

ASSETS	<u>2019</u>	<u>2018</u>
Current assets:		
Cash and pooled investments	\$ 39,279	\$ -
Receivables:		
State of California	196,636	144,249
County of Marin	-	9,664
Miscellaneous	996	-
Prepaid insurance	<u>3,857</u>	<u>3,756</u>
Total current assets	240,768	157,669
Capital assets, net of depreciation	<u>18,525</u>	<u>23,734</u>
Total assets	<u>259,293</u>	<u>181,403</u>
LIABILITIES		
Current liabilities:		
Due to County pooled investment fund	-	96,321
Accounts payable	12,845	25,122
Grant received in advance	100,000	-
Accrued compensated absences	<u>14,460</u>	<u>17,237</u>
Total current liabilities	<u>127,305</u>	<u>138,680</u>
NET POSITION		
Investment in capital assets	18,525	23,734
Unrestricted	<u>113,463</u>	<u>18,989</u>
Total net position	<u>\$ 131,988</u>	<u>\$ 42,723</u>

**RICHARDSON'S BAY REGIONAL AGENCY
STATEMENTS OF REVENUES, EXPENSES
AND CHANGES IN NET POSITION
YEARS ENDED JUNE 30, 2019 AND 2018**

	<u>2019</u>	<u>2018</u>
OPERATING REVENUES:		
State of California contracts	\$ 217,351	\$ 166,035
Harbor:		
Slip rentals and moorings	5,330	6,135
Services and miscellaneous	<u>30,920</u>	<u>15,586</u>
Total operating revenues	253,601	187,756
OPERATING EXPENSES:		
Operating and security	392,596	349,191
Maintenance	18,418	8,076
Administration and general	<u>172,784</u>	<u>220,472</u>
Total operating expense	<u>583,798</u>	<u>577,739</u>
Income (loss) from operations	(330,197)	(389,983)
NONOPERATING REVENUES		
Agency member contributions	415,196	345,997
Interest income	<u>4,266</u>	<u>1,804</u>
Net nonoperating revenues	<u>419,462</u>	<u>347,801</u>
CHANGE IN NET POSITION	89,265	(42,182)
Net position at beginning of the year	<u>42,723</u>	<u>84,905</u>
Net position at end of the year	<u><u>\$ 131,988</u></u>	<u><u>\$ 42,723</u></u>

RICHARDSON'S BAY REGIONAL AGENCY
STATEMENTS OF CASH FLOWS
YEARS ENDED JUNE 30, 2019 AND 2018

	<u>2019</u>	<u>2018</u>
CASH FLOWS FROM OPERATING ACTIVITIES:		
State of California contract	\$ 164,964	\$ 21,786
County of Marin grant	109,664	-
Slip rentals and moorings	5,330	6,135
Sales and services	29,924	19,000
Operating and security	(415,286)	(326,998)
Maintenance	(18,418)	(8,076)
Administration and general	<u>(160,040)</u>	<u>(220,482)</u>
Net cash provided by (used for) operating activities	(283,862)	(508,635)
CASH FLOWS FROM NONCAPITAL FINANCING ACTIVITIES:		
Cash received from agency members	415,196	345,997
Advanced from County pooled investment fund	-	96,321
Repayment to County pooled investment fund	<u>(96,321)</u>	<u>-</u>
Net cash provided by noncapital financing activities	318,875	442,318
CASH FLOWS FROM INVESTING ACTIVITIES:		
Interest income	<u>4,266</u>	<u>1,804</u>
Net increase (decrease) in cash and cash equivalents	39,279	(64,513)
Cash and cash equivalents at beginning of year	<u>-</u>	<u>64,513</u>
Cash and cash equivalents at end of year	<u><u>\$ 39,279</u></u>	<u><u>\$ -</u></u>

RICHARDSON'S BAY REGIONAL AGENCY
STATEMENTS OF CASH FLOWS
YEARS ENDED JUNE 30, 2019 AND 2018
(continued)

**RECONCILIATION OF OPERATING INCOME
(LOSS) TO NET CASH PROVIDED (USED)
BY OPERATING ACTIVITIES**

	<u>2019</u>	<u>2018</u>
Income (loss) from operations	\$ (330,197)	\$ (389,983)
Adjustments to reconcile operating income (loss) to net cash provided (used) by operating activities:		
Depreciation, an expense not requiring the use of cash	5,209	9,155
(Increase) decrease in operating accounts receivable	(43,719)	(140,835)
(Increase) decrease in prepaid expenses	(101)	(10)
Increase (decrease) in operating accounts payable	(12,277)	12,203
Increase (decrease) in grants received in advance	100,000	-
Increase (decrease) in accrued compensated absences	<u>(2,777)</u>	<u>835</u>
Net cash provided by (used for) operating activities	<u><u>\$ (283,862)</u></u>	<u><u>\$ (508,635)</u></u>

**RICHARDSON'S BAY REGIONAL AGENCY
NOTES TO SUPPLEMENTARY INFORMATION
YEARS ENDED JUNE 30, 2019 AND 2018**

1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

REPORTING ENTITY

The Richardson's Bay Regional Agency (the Agency) is a separate governmental unit organized on July 16, 1985, by a joint powers agreement and later revised by an agreement dated July 21, 2018. The Agency's purpose is to maintain and implement those provisions of the Richardson's Bay Special Area Plan relative to mooring, dredging and navigational channel implementation, including but not limited to, the establishment and enforcement of permitted anchorage zones.

Agency members included the County of Marin, Tiburon, Belvedere and Mill Valley. The members funded the agency as follows:

Members	Year ended June 30, 2019		Year ended June 30, 2018	
	Funding %	Contribution	Funding %	Contribution
County of Marin	65.4%	\$ 271,538	65.4%	\$ 226,282
Tiburon	15.4%	63,940	15.4%	53,283
Belvedere	11.5%	47,748	11.5%	39,790
Mill Valley	7.7%	31,970	7.7%	26,642
Total	<u>100.0%</u>	<u>\$ 415,196</u>	<u>100.0%</u>	<u>\$ 345,997</u>

The Agency is governed by a four-person board. The Board is comprised of a County Supervisor and three City Council members. The Board elects from its members a Chairman and Vice Chairman, who serve two-year terms.

INTRODUCTION

The Agency's financial statements are prepared in accordance with generally accepted accounting principles (GAAP). The Governmental Accounting Standards Board (GASB) is responsible for establishing GAAP for state and local governments through its pronouncements (Statements and Interpretations).

**RICHARDSON'S BAY REGIONAL AGENCY
NOTES TO SUPPLEMENTARY INFORMATION
YEARS ENDED JUNE 30, 2019 AND 2018**

1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (continued)

BASIS OF ACCOUNTING

The Agency's operations are accounted for as a governmental enterprise fund. Generally accepted accounting principles require that enterprise funds use the accrual basis of accounting – similar to business enterprises. Accordingly, revenues are recognized when they are earned and expenses are recognized at the time liabilities are incurred.

The Agency distinguishes between operating revenues and expenses from nonoperating items. Operating revenues and expenses generally result from providing services in connection with an entity's principal ongoing operation. The principal operating revenues of the Agency relate to mooring, dredging and navigational channel implementation activities. Operating expenses include the cost of services, administrative expenses and depreciation on capital assets. Any revenues and expenses not meeting this definition are reported as non-operating revenues and expenses.

FINANCIAL STATEMENT AMOUNTS

Cash and cash equivalents:

For purposes of the statement of cash flows, the Agency has defined cash and cash equivalents to include cash on hand and demand deposits, if any, and short-term investments with fiscal agent (County of Marin).

Capital assets:

Capital assets owned by the Agency are recorded at cost, or if received in-kind, at estimated fair market value on the date received. The cost of normal repairs and maintenance are recorded as expenses. Improvements that add to the value or extend the life of assets are capitalized. Assets capitalized have an original cost of \$2,500 or more, and over one year of estimated useful life.

Depreciation expense is calculated using the straight-line method over estimated useful lives of ten years for boats and related equipment.

RICHARDSON'S BAY REGIONAL AGENCY
NOTES TO SUPPLEMENTARY INFORMATION
YEARS ENDED JUNE 30, 2019 AND 2018

1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

Revenues:

Grants received for operating purposes, or which may be utilized for either operations or capital expenditures at the discretion of the recipient, are recognized as operating revenues. Resources restricted for the acquisition or construction of capital assets are recorded as non-operating revenue.

Salaries and Benefits:

The Agency's Harbor Administrator is an employee of the County of Marin and participates in the Marin County Employees' Retirement Association (MCERA). Pension information for this employee is included in the County's financial statements. The Agency reimburses the County for salary and benefits paid for the Administrator.

Estimates:

The preparation of financial statements in conformity with generally accepted accounting principles requires management to make estimates and assumptions that affect certain reported amounts and disclosures. Management estimates that the salary and related benefits of the Harbor Administrator are allocable in the following manner: 50% to operating and security, 2% to maintenance, and 48% to administration and general.

2. CASH

The Agency maintains all of its cash in the County of Marin pooled investment fund to increase interest earnings through pooled investment activities. Interest earned on the investment pool is allocated quarterly to the participating funds using the daily cash balance of each fund. This pool, which is available for use by all funds, is displayed in the financial statements as "Cash and pooled investments."

The County Pool includes both voluntary and involuntary participation from external entities. The District is a voluntary participant. The State of California statutes require certain special districts and other governmental entities to maintain their cash surplus with the County Treasurer. The District has approved by resolution, the investment policy of the County of Marin which complies with the California Government Code.

The County's investment pool is not registered with the Securities and Exchange Commission as an investment company. The pool has a credit rating of "AAA/V1." Investments made by the Treasurer are regulated by the California Government Code and by the County's investment policy. The objectives of the policy are in order of priority, safety, liquidity, yield, and public trust.

**RICHARDSON'S BAY REGIONAL AGENCY
NOTES TO SUPPLEMENTARY INFORMATION
YEARS ENDED JUNE 30, 2019 AND 2018**

2. CASH (continued)

The County has established a treasury oversight committee to monitor and review the management of public funds maintained in the investment pool in accordance with Article 6 Section 27131 of the California Government Code. The oversight committee and the Board of Supervisors review and approve the investment policy annually. The County Treasurer prepares and submits a comprehensive investment report to the members of the oversight committee and the investment pool participants every month. The report covers the types of investments in the pool, maturity dates, par value, actual costs and fair value.

FAIR VALUE MEASUREMENT

The District categorized its fair value measurements within the fair value hierarchy established by general accepted accounting principles. The hierarchy is based on the valuation inputs used to measure the fair value of the asset. Level 1 inputs are quoted prices in active markets for identical assets, Level 2 inputs are significant other observable inputs; Level 3 inputs are significant unobservable inputs. As of June 30, 2019, The District held no individual investments. All funds are invested in the Marin County Investment Pool.

In instances where inputs used to measure fair value fall into different levels in the above fair value hierarchy, fair value measurements in their entirety are categorized based on the lowest level input that is significant to the valuation. The District's assessment of the significance of particular inputs to these fair value measurements requires judgment and considers factors specific to each asset or liability.

Deposits and withdrawals from the County Pool are made on the basis of \$1 and not fair value. Accordingly, the Districts' proportionate share of investments in the County Pool at June 30, 2019 of \$39,279 is an uncategorized input not defined as a Level 1, Level 2, or Level 3 input. The Marin County Investment Pool invests substantially all its funds in U.S. government obligations and registered money market funds rated 'AAAmmf' by Fitch Ratings or equivalent.

INTEREST RATE RISK

In accordance with its investment policy, the County manages its exposure to declines in fair values by limiting the weighted average maturity of its investment pool to 540 days, or 1.5 years. At June 30, 2019, the County's investment pool had a weighted average maturity of 218 days.

For purposes of computing weighted average maturity, the maturity date of variable rate notes is the length of time until the next reset date rather than the stated maturity date.

**RICHARDSON'S BAY REGIONAL AGENCY
NOTES TO SUPPLEMENTARY INFORMATION
YEARS ENDED JUNE 30, 2019 AND 2018**

2. CASH (continued)

CREDIT RISK

State law and the County's Investment Policy limits investments in commercial paper, corporate bonds, and medium term notes to the rating of "A" or higher as provided by Moody's Investors Service or Standard & Poor's Corporation. The County's Investment Policy limits investments purchased by Financial Institution Investment Accounts, a type of mutual fund, to United States Treasury and Agency obligations with a credit quality rating of "AAA."

CONCENTRATION OF CREDIT RISK

The following is a summary of the concentration of credit risk by investment type as a percentage of each pool's fair value at June 30, 2019:

Investments in Investment Pool	<u>Percent of Portfolio</u>
Federal Agency - discount	76%
Federal Agency - coupon	23%
Money market funds	<u>1%</u>
	<u><u>100%</u></u>

CUSTODIAL CREDIT RISK

For investments and deposits held with safekeeping agents, custodial credit risk is the risk that, in the event of the failure of the counterparty, the County will not be able to recover the value of its investments or deposits that are in the possession of an outside party. At year end, the County's investment pool had no securities exposed to custodial credit risk.

LOCAL AGENCY INVESTMENT FUND

The County Treasurer's Pool maintains an investment in the State of California Local Agency Investment Fund (LAIF), managed by the State Treasurer. This fund is not registered with the Securities and Exchange Commission as an investment company, but is required to invest according to California State Code. Participants in the pool include voluntary and involuntary participants, such as special districts and school districts for which there are legal provisions regarding their investments. The Local Investment Advisor Board (Board) has oversight responsibility for LAIF. The Board consists of five members as designated by State statute.

**RICHARDSON'S BAY REGIONAL AGENCY
NOTES TO SUPPLEMENTARY INFORMATION
YEARS ENDED JUNE 30, 2019 AND 2018**

3. CAPITAL ASSETS

The following is a summary of changes in capital assets:

	<u>Patrol Boat & Trailers</u>	<u>Pump out Vessel</u>	<u>Accumulated Depreciation</u>	<u>Net</u>
Balances as of June 30, 2017	\$ 105,472	\$ 56,133	\$ (128,716)	\$ 32,889
Additions	<u>-</u>	<u>-</u>	<u>(9,155)</u>	<u>(9,155)</u>
Balances as of June 30, 2018	105,472	56,133	(137,871)	23,734
Additions	<u>-</u>	<u>-</u>	<u>(5,209)</u>	<u>(5,209)</u>
Balances as of June 30, 2019	<u>\$ 105,472</u>	<u>\$ 56,133</u>	<u>\$ (143,080)</u>	<u>\$ 18,525</u>

4. RISK MANAGEMENT

The Agency is exposed to various risks of loss related to torts, bodily and personal injury, property damage, errors and omissions, and non-owned auto coverage for which the Agency carries commercial insurance. The Agency also maintains watercraft insurance, and related protection and indemnity insurance. Additional coverage is provided by the County for injuries to employees.

Each Agency member is responsible for its pro-rata share of any court-imposed liability, using the joint powers' agreement cost-sharing formula.

5. RELATED PARTY TRANSACTIONS

The Agency's staff are employees of the County of Marin (a member of the Agency). The costs incurred by the Agency to the County were approximately \$238,000 and \$249,000 for 2018-19 and 2017-18, respectively.

SUPPLEMENTARY INFORMATION

**RICHARDSON'S BAY REGIONAL AGENCY
BUDGETARY COMPARISON SCHEDULE
YEAR ENDED JUNE 30, 2019**

	<u>Original Budget</u>	<u>Final Budget</u>	<u>Actual</u>	<u>Variance Positive (Negative)</u>
REVENUES				
Interest pooled investments	\$ 900	\$ 900	\$ 4,266	\$ 3,366
Slip rentals	7,000	7,000	5,330	(1,670)
Other sales & services	6,000	6,000	30,920	24,920
Intergovernmental revenues - state	202,800	202,800	194,585	(8,215)
Intergovernmental revenues - local	415,196	415,196	415,196	-
County of Marin grant		100,000	-	(100,000)
State - supplemental	70,000	70,000	22,766	(47,234)
Total revenues	701,896	801,896	673,063	(128,833)
EXPENDITURES				
Professional services	638,096	638,096	498,952	139,144
Insurance premiums	17,000	17,000	15,328	1,672
Communication	2,400	2,400	2,375	25
Rental and operating leases	32,000	32,000	44,034	(12,034)
Professional development	600	600	790	(190)
Travel and meetings	1,500	1,500	678	822
Publication	1,200	1,200	-	1,200
Office expenses	400	400	376	24
Maintenance & repair of equipment	8,000	8,000	15,218	(7,218)
Oil and gas	700	700	838	(138)
Total expenditures	701,896	701,896	578,589	123,307
Excess of revenues over (under) expenditures	<u>\$ -</u>	<u>\$ 100,000</u>	<u>\$ 94,474</u>	<u>\$ (5,526)</u>

**RICHARDSON'S BAY REGIONAL AGENCY
BUDGETARY COMPARISON SCHEDULE
YEAR ENDED JUNE 30, 2018**

	<u>Original Budget</u>	<u>Final Budget</u>	<u>Actual</u>	<u>Variance Positive (Negative)</u>
REVENUES				
Interest pooled investments	\$ 300	\$ 300	\$ 1,804	\$ 1,504
Slip rentals	7,000	7,000	6,135	(865)
Other sales & services	6,000	6,000	15,586	9,586
Intergovernmental revenues - state	202,800	202,800	144,248	(58,552)
Intergovernmental revenues - local	345,997	345,997	345,997	-
State - supplemental	-	71,700	21,787	(49,913)
Total revenues	<u>562,097</u>	<u>633,797</u>	<u>535,557</u>	<u>(98,240)</u>
EXPENDITURES				
Professional services	522,771	594,471	515,063	79,408
Insurance premiums	17,000	17,000	15,013	1,987
Communication	2,400	2,400	2,256	144
Rental and operating leases	32,000	32,000	28,518	3,482
Professional development	600	600	1,095	(495)
Travel and meetings	1,100	1,100	306	794
Publication	1,200	1,200	109	1,091
Office expenses	350	350	595	(245)
Maintenance & repair of equipment	8,000	8,000	4,600	3,400
Oil and gas	600	600	1,029	(429)
Total expenditures	<u>586,021</u>	<u>657,721</u>	<u>568,584</u>	<u>89,137</u>
Excess of revenues over (under) expenditures	<u>\$ (23,924)</u>	<u>\$ (23,924)</u>	<u>\$ (33,027)</u>	<u>\$ (9,103)</u>

RICHARDSON'S BAY REGIONAL AGENCY
NOTES TO SUPPLEMENTARY INFORMATION
YEARS ENDED JUNE 30, 2019 & 2018

1. BUDGETARY BASIS OF PRESENTATION

The budget included in these financial statements represents the original budget and amendments approved by the Board of Directors. The budgetary basis is on the modified accrual basis. Various reclassifications have been made to the actual amounts to conform to classifications included in the budget approved by the Board of Directors. Additionally, various reclassifications have been made to the budget amounts to conform to the Agency's accounting records.

2. BUDGET RECONCILIATION TO STATEMENT OF REVENUES AND EXPENSES

The following reconciles the actual amount listed on the budgetary comparison schedule to the statement of revenues and expenses:

	<u>2019</u>	<u>2018</u>
Excess of revenues over (under) expenditures	\$ 94,474	\$ (33,027)
Depreciation expense	<u>(5,209)</u>	<u>(9,155)</u>
Change in net position	<u><u>\$ 89,265</u></u>	<u><u>\$ (42,182)</u></u>

RICHARDSON'S BAY REGIONAL AGENCY

STAFF REPORT

For the meeting of: May 14, 2020

To: RBRA Board of Directors
From: Beth Pollard, Executive Director
Subject: Fiscal Year 2020-21 Budget

STAFF RECOMMENDATION:

Approve Resolution No. 02-20 adopting the annual RBRA budget for fiscal year 2020-21.

BACKGROUND:

Each year in April or May, the Board of Directors adopts a budget for the next fiscal year that begins July 1 and ends June 30.

In developing the fiscal year 2020-21 budget, staff considered the following factors:

1. Implementation of steps to further transition to a safer, healthier and well managed anchorage, such as those identified in the draft transition plan
2. Projected actual revenues and expenses for fiscal year 2019-20 and estimated expenses and revenues next year – including grant funding for abatement of marine debris and abandoned vessels
3. Reliance on member agency contributions for a significant portion of RBRA's revenue, recognizing city/county budget constraints

DISCUSSION/ANALYSIS:

Implementation of Transition Steps

The RBRA Board of Directors considered a draft transition plan at its meeting of March 12, 2020, and directed staff to develop it into a proposed plan. An agenda item for approval of a transition plan, vessel requirements and timeline is now scheduled for the RBRA Board meeting of June 11, 2020. Elements of the transition plan include improved vessel conditions, supporting efforts for alternative housing for persons now on the bay, reducing the number of vessels, and protecting and restoring eelgrass habitat.

As noted in the draft transition plan, an initial step in 2019 is to enroll eligible vessels and occupants into an RBRA program now being called "*Safe & Seaworthy*." This enrollment-based program will require staff resources to:

- Communicate with vessel owners/occupants about requirements, options, and timelines
- Enroll vessels and their occupants in the RBRA *Safe & Seaworthy* program to bring vessels into compliance with RBRA requirements
- Inspect enrolled vessels to advise about necessary improvements or to certify compliance
- Work to connect persons who do not pursue improving their vessels to meet RBRA requirements with contacts for housing alternatives and social services
- Remove vessels whose owners/occupants are unwilling to enroll in the program
- Plan for the removal of non-complying vessels by the date set for 2021 by which vessels must be safe and seaworthy

The work to be accomplished under this program is in addition to the normal course of business, which includes enforcement priorities designated by the Board. Accomplishment of transition steps is dependent upon having field staff and other assistance beyond just the Harbormaster.

Projected fiscal year 2019-20 actuals and adjustments in expenses and revenues for next year

Proposed adjustments in operating expenses and revenues affecting next fiscal year's budget include:

Staffing: The proposed budget revises the staffing structure of the agency to reflect the anticipated work program. Currently the staffing is a part-time Executive Director and a full-time Harbormaster. This model was created in 2017 when the Board wished to have executive management assisting the Board with strategic planning and related management services. With the pending approval of a transition plan, that primary assignment has been completed and the agency is in a position to employ personnel whose skills are focused on maritime activities and plan implementation.

The proposed staffing structure for 2020-21 eliminates the Executive Director position, modifies the Harbormaster position to Harbor Administrator, and institutes an Assistant Harbormaster position. The Harbor Administrator would be the administrator of the agency, report to the Board, administer the budget, oversee RBRA operations, represent the agency, and perform related duties and responsibilities. The Harbor Administrator also would further develop and implement the agency's transition, including the proposed *Safe & Seaworthy* program, eelgrass protection and protection measures, and other elements of the plan. The Assistant Harbormaster would patrol, enforce regulations, assist with grant reimbursements, and support the Harbor Administrator in various assignments.

In February, 2020, the Board authorized hiring a part-time temporary Assistant Harbormaster for the fourth quarter of the fiscal year (April 1-June 30) at 20 hours per week to assist with communication and enforcement – notably in light of the

Board's expanded enforcement priorities to include unoccupied vessels and time limits on incoming vessels. With the departure of the Executive Director and with implementation of a transition plan that includes a *Safe & Seaworthy* program, a full-time Assistant Harbormaster position is recommended.

The budget for this staffing structure is an increase of approximately \$85,000. The employees in both positions would be capable of operating the patrol vessel. The staffing costs include 10% overhead charged through the County for indirect costs of workers compensation insurance, human resources, etc. The County has agreed to fund up to \$20,000 in executive management transition assistance for the initial six-month period of the administrative staffing change.

Other expenditure items of note:

Coordinated outreach: The budget proposes continuing the coordinated outreach launched in 2019-20 (\$22,000). The current fiscal year work focused on identifying and assessing for housing assistance those persons on the water; next fiscal year will have a more concentrated focus on vulnerable persons on unseaworthy vessels and seeking expansion of housing options for persons now on vessels.

Equipment maintenance: RBRA's patrol boat, Mud Puppy 2, needs an engine replacement. Staff has applied to the State of California Boating Safety & Enforcement Equipment grant program for funds for the replacement. The proposed budget contains \$15,000 towards the cost.

Revenues:

State of California Boating & Waterways Surrendered and Abandoned Vessels Exchange Program (SAVE): Staff has applied for a \$400,000 grant from the CA Boating & Waterways 2020 Surrendered and Abandoned Vessel Exchange Program. The budget conservatively projects only the amount in this year's grant authorization, although that amount is not guaranteed: \$250,000.

National Oceanic & Atmospheric Administration (NOAA) grant: The budget includes expenditure of the extra-hire staffing portion of the NOAA grant funds, which is \$4,736 towards the Assistant Harbormaster position.

Member agency contributions

The draft budget proposes to increase member contributions by 26%, primarily for expanded staffing towards realizing a safe, healthy, and well-managed bay through implementation of a transition plan. RBRA historically has allocated enough funds to support efforts to patrol and remove derelict vessels, and recent new grant funds and staffing efforts have reduced the number of vessels. However, to transition the bay to safe and seaworthy vessels only, realize a decreasing number of vessels, partner on efforts to find alternative housing and improve eelgrass and other bay habitat will require an additional investment.

In recognition of COVID-19 stresses on public agency budgets, staff has endeavored to budget as prudently as possible while also providing support for successful transition efforts towards a time when fewer staff resources and other funds will be needed to simply maintain the anchorage rather than needing to invest in changes.

FISCAL IMPACT/NEXT STEPS:

Adoption of the budget will allow continued operation of the agency. Staff will continue to seek grant funding to support agency efforts. Aside from the grant applications submitted to Boating & Waterway grant programs for vessel abatement and equipment, two other potential grant opportunities are listed below - although funds would not be allocated until the 2021-22 fiscal year:

- NOAA 2021 Marine Debris Removal Grant; RBFRA received a \$150,000 NOAA 2019 grant from the same program.
- National Estuary Program Coastal Watersheds Grant Program; potential for funding eelgrass restoration.

Attach:

Draft Resolution No. 02-20

Proposed 2020-21 Budget

Member Agency Contributions

RICHARDSON'S BAY REGIONAL AGENCY

RESOLUTION NUMBER 02-20

OF THE RICHARDSON'S BAY REGIONAL AGENCY

ADOPTING A FISCAL YEAR 2020-21 BUDGET

WHEREAS, the Board of Directors annually establishes a budget of projected revenues and expenditures for the Richardson's Bay Regional Agency (RBRA); and

WHEREAS, RBRA staff has prepared a proposed 2020-21 budget that reflects cost estimates and revenue projections for the current and next fiscal years; and

WHEREAS, the proposed 2020-21 budget reflects an increase of 26% in member agency contributions; and

WHEREAS, the Board of Directors may make mid-year budget adjustments to reflect new grant commitments or additional assessments on member agencies to carry out the Board's direction; and

WHEREAS, the proposed budget was presented to the Board of Directors at its meeting of May 14, 2020, at which time the public had the opportunity to comment,

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors hereby adopts the attached budget for fiscal year 2020-21 in the amount of \$829,825.

PASSED AND ADOPTED by the Board of Directors of the Richardson's Bay Regional Agency on May 14, 2020.

CERTIFICATION:

Jim Wickham - Board Chair

Beth Pollard – Executive Director

Richardson's Bay Regional Agency (RBRA)

FY 2020-21 Proposed Budget

EXPENDITURES		FY 19-20	FY 19-20	FY 20-21	
BUDGET ACCT	DESCRIPTION	Budget	Projected	Draft	Budget Notes
522510	PROFESSIONAL SERVICES	\$730,741	\$943,775	\$767,000	See Professional Services below
521615	INSURANCE PREMIUMS	\$17,000	\$16,500	\$17,000	Property, liability
521310	COMMUNICATION	\$2,400	\$2,400	\$3,700	Internet, cell phone + equipment
522910	RENTAL & OPER. LEASES	\$40,000	\$20,000	\$20,000	Office; RBRA vessel slips
523210	PROF. DEVEL. EXPENSES	\$600	\$1,600	\$1,600	Dues & continuing ed
523410	TRAVEL & MEETINGS	\$1,000	\$150	\$500	Portion of expenses shifted to oil & gas
522815	PUBLICATION	\$1,200	\$600	\$500	
522410	OFFICE EXPENSES	\$400	\$600	\$1,725	20-21: remote meeting technology
521810	MAINT. & REPAIR - EQUIP	\$10,000	\$5,000	\$15,000	Vessel maintenance; 20-21: Engine
	OIL AND GAS	\$700	\$2,600	\$2,800	Patrol boat (Increased patrol)
	TOTAL EXPENDITURES	\$804,041	\$993,225	\$829,825	

PROFFSIONAL SVS.		FY 19-20	FY 19-20	FY 20-21	
<i>PROF. SERVICES BREAKOUT</i>		Budget	Projected	Draft	Budget Notes
522545	LEGAL	\$35,000	\$32,000	\$35,000	Routine, enforcement, BCDC
522510	RAPID RESPONSE PROGRAM	\$7,000	\$7,000	\$7,000	Vessel retrieval/storm response
522715	LAB SERVICES	\$9,000	\$9,000	\$9,000	Water testing
522510	SPECIAL APPOINTMENT	\$169,616	\$175,000	\$350,000	20-21: FT Sr. Harbormaster + FT Asst. HM
522510	VESSEL ABATEMENT	\$225,000	\$425,000	\$275,000	SAVE & NOAA grants + \$25K
522510	ADMINISTRATION	\$93,000	\$95,000	\$17,000	Overhead, website
522510	AUDIT	\$9,000	\$18,150	\$9,000	Towards biennial \$18K audit
522510	WASTE AWEIGH PROGRAM	\$8,000	\$7,500	\$8,000	Sewage pump-out services
525510	COORDINATED OUTREACH	\$19,125	\$19,125	\$22,000	Coordinated housing/services outreach
525510	MOORING STUDY	\$121,000	\$121,000	\$0	Mooring Feasibility & Planning Study
522510	CONTINGENCY	\$35,000	\$35,000	\$35,000	Unforeseen costs; 19-20: vessel abatement
	SUBTOTAL - PROF SERVICES	\$730,741	\$943,775	\$767,000	

REVENUES		FY 19-20	FY 19-20	FY 20-21	
		Budget	Projected	Draft	Budget Notes
441115	INTEREST POOLED INVST	\$1,200	\$5,000	\$1,500	
	INTERGOVT REVS - FED	\$150,000	\$145,264	\$4,736	NOAA grant
451970	INTERGOVT REVS - STATE*	\$200,000	\$362,000	\$250,000	SAVE grant
	INTERGOVT REVS - COUNTY	\$119,125	\$119,125	\$0	19-20: Mooring study, outreach
	INTERGOVT REVS - CITIES	\$21,000	\$21,000	\$0	19-20: Eelgrass & bathymetric surveys
	Subtotal	\$491,325	\$652,389	\$256,236	(Unexpended grant \$ eligible for carryover)
461250	INTERGOVT REVS - LOCAL	\$456,716	\$456,716	\$573,589	RBRA Member Dues
	TOTAL REVENUES	\$948,041	\$1,109,105	\$829,825	

FY 2019-20 MEMBER CONTRIBUTIONS

Jurisdiction & Percentage	2019-20	2020-21	Difference
	Adopted	Draft	to 2019-20
MILL VALLEY (7.7%)	35,167	44,166	8,999
BELVEDERE (11.5%)	52,523	65,963	13,440
TIBURON (15.4%)	70,334	88,333	17,999
COUNTY (65.4%)	298,692	375,127	76,435
	456,716	573,589	116,873

RICHARDSON'S BAY REGIONAL AGENCY (RBRA)
STAFF REPORT

For the meeting of: May 14, 2020

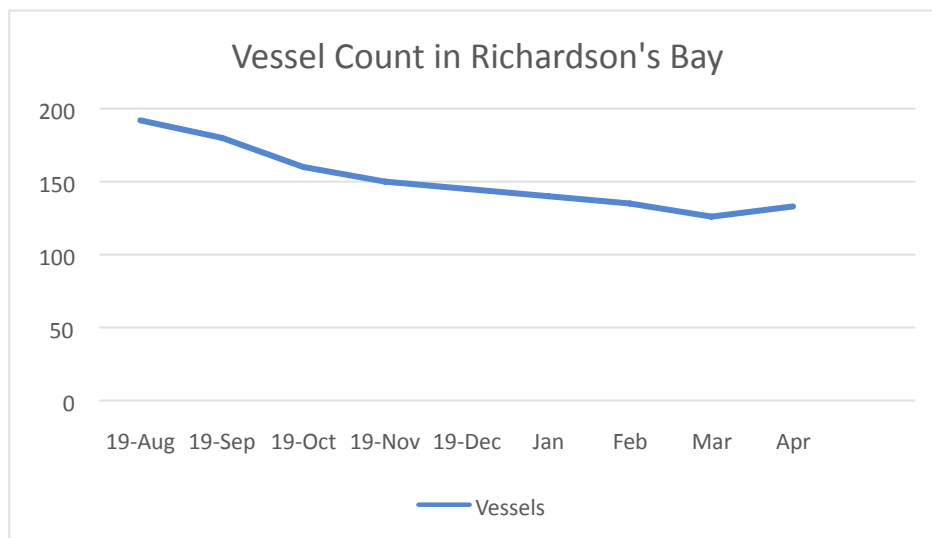
To: RBRA Board of Directors
From: Curtis Havel, Harbormaster
Beth Pollard, Executive Director
Subject: RBRA Staff update

Harbormaster Activities

Current statistics:

133 vessels currently in anchorage (as of May 4, 2020)

Approximately 125 vessels are occupied



The current vessel count represents an uptick in vessels since the March 6, 2020 counts. Since early March, 17 vessels arrived in the Richardson's Bay Anchorage. These are vessels with persons aboard arriving from various parts of the Bay Area (Petaluma River, San Rafael Canal, Sausalito, San Francisco, to name a few). These vessels, and any others arriving, are being provided with either 72-hour notices, or 10-Day Notices of Marine Debris, depending upon the condition of the vessel.

Because of the COVID-19 health emergency shelter-in-place order, staff has endeavored to be sensitive to displacement concerns, while also continuing its educational efforts. In the foreseeable future as the emergency state of the COVID-19 virus is reduced, RBRA will need to

initiate action to see that the newly arrived vessels leave the bay – voluntarily or through removal - in order to uphold Board enforcement priority of preventing new vessels from extended stays.

In quick summary, the Harbormaster will utilize the following approach for new arrivals to meet the RBRA Code:

- Provide notification consistent with state and local law (likely provide re-issuance of 72-hour notice or 10-Day Notice of Marine Debris for new arrivals that failed to comply with notification issued in March)
- Make efforts to reach out using a phone number or email address, if available
- Attempt to make face to face contact to inform vessel occupant of best way to comply with RBRA regulations
- Provide them with the *Richardson's Bay Resources Guide* recently compiled through RBRA's coordinated outreach effort led by Andrew Hening
- If the vessel is subject to impound (i.e. not marine debris) and refuses to comply with 72-hour limit, issue citation informing vessel occupants of non-compliance with RBRA Code (issue up to a maximum of 3 citations)
- If the vessel fails to meet the requirements of the RBRA Code after notification, multi-modal communication and issuance of citations, then coordinate with Marin County Sheriff's Office to visit the vessel and obtain compliance (this may require removal of vessel occupant and following through with the Impound or Marine Debris process)

The approach laid out above adheres to the Board's direction to enforce the 72-hour limit for vessels that are new arrivals to the anchorage, provides adequate and ample notification above and beyond what's required by state and local law, and incorporates multiple efforts to engage and educate new arrivals to the anchorage.

There is a growing concern that as the economy worsens, Richardson's Bay will experience an influx of unseaworthy vessels occupied by individuals who may or may not know how to operate and maintain a vessel. This phenomenon will likely be regional and statewide. With that in mind, RBRA staff has had conversations with staff from BCDC encouraging them to use their regional and state relationships to look for ways to break the supply chain. (Staff has also been in touch with the Marinas & Boatyards Committee of the Bay Coalition, which reports this has not yet become an issue at this point, but we remain on alert)

Other COVID-19

Kudos to Downtown Streets, and the City of Sausalito, for continuing the mobile shower program during the shelter-in-place order. It has provided a venue for distribution of food from the San Francisco-Marín Food bank during the shower dates/times: Tuesday and Friday, 8:00 am to 10:40 am, at Marinship Park. It also provides an avenue for connection with persons, including those on boats on the bay, who are seeking assistance.

Assistant Harbormaster

The RBRA is pleased to announce the hiring of David Machinski as its new temporary part-time Assistant Harbormaster. Mr. Machinski is a California native who comes from a 21-year career with the United States Coast Guard (USCG). During his tenure with the USCG, he was assigned to Station Golden Gate for three years of his career, so he is very familiar with Richardson's Bay. Mr. Machinski brings a wealth of experience to the RBRA, and his deep knowledge of boating safety and law enforcement expertise is a wonderful addition to the RBRA.

Senator Mike McGuire

Senator McGuire has initiated a collaboration effort involving RBRA, City of Sausalito, Bay Conservation & Development Commission, and his office. The collaborative initiatives are focused around:

- Permanent, supportive housing on land and in boat slips; housing may be pre-existing or in the development of new housing units, or marina slips.
- Eelgrass and water quality restoration
- Enhanced, sustained enforcement

Attached is a letter sent through the Senator to BCDC outlining the collaboration and welcoming their participation. Also attached is the return letter from BCDC explaining their limitations on participation in a collaborative effort in light of their regulatory role.

While COVID-19 has had a chilling effect on public resources, it has brought to further light the strains around the availability of affordable housing and case management funding. The Senator remains engaged in working with local agencies to pursue solutions.

BCDC Enforcement Committee

RBRA made a draft transition plan presentation to the Enforcement Committee of BCDC on April 9, 2020 (attached). The feedback from the Committee included:

- Reducing to a five-to-ten year period by which no occupied vessels would be on the bay
- A clearer definition of the "legacy anchorouts" who would be allowed to stay during a transition
- Limiting one-time boat replacements
- Interest in how vessels could be improved to a condition that allows them to more readily transition into liveaboard marina slips, for which BCDC may permit expanded capacity for this purpose.
- More information on how and when eelgrass restoration can be accomplished, as well as the funding requirements for restoration

RBRA is scheduled to return to the Enforcement Committee on July 9, 2020. The proposed transition plan is scheduled for RBRA Board consideration at its regular meeting of June 11, 2020.



April 20, 2020

Mr. Larry Goldzband, Executive Director
San Francisco Bay Conservation & Development Commission
455 Golden Gate Avenue, Suite 10600
San Francisco, California 94102-7019

RE: Richardson Bay

Dear Director Goldzband:

We hope this letter finds you well in this challenging time. We all enjoyed our phone conversation and wanted to follow up with this correspondence.

We are writing on behalf of a newly formed partnership between the Richardson Bay Regional Agency, the City of Sausalito, Marin County Supervisor Kate Sears, and Senator Mike McGuire. Our partnership is working collaboratively to bring innovative solutions to one of southern Marin's biggest challenges: ensuring the people living on Richardson Bay have the permanent housing and services they need to thrive while restoring the Bay's water quality and eel grass habitat.

For the past few months, the partners have held a number of meetings, both in person and by phone, and we are pleased to say that we have found agreement on many of the most critical points and are in the beginning stages of drafting a conceptual plan. Here are the concepts we have found agreement on:

1. All sides agree that we need to advance a plan that prioritizes permanent, supportive housing on land and in a secure environment in authorized boat slips. These housing units could come in the form of pre-existing housing in our greater community, the development of new housing units or in a secure environment such as a marina. Currently, we are working through a census of residents living on the Bay determining their individual needs and evaluating their specific situation.

2. We are in agreement that over time, a multi-agency effort must be initiated to restore Eelgrass habitat and improve water quality in Richardson Bay.

3. We are also firm in our belief that an enhanced, sustained enforcement plan must be rolled out. The agencies are particularly focused on preventing new vessels from settling in and maintaining zero tolerance for unoccupied vessels. Working with multiple public agencies, an enhanced enforcement effort will need to be established.

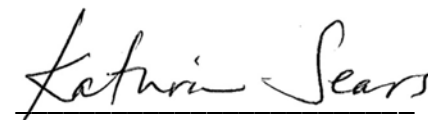
We are all very aware of our current situation in our nation, state, and county – millions are reeling from the impacts of the Coronavirus. And, we all are committed to working together to continue to move this plan forward in the months and years to come. We're all encouraged by the willingness to collaborate and cooperate to get the job done.

We are pleased by the progress we have made thus far and welcome BCDC to join us as a formal member of the Working Group to help develop a permanent solution that is compassionate, effective and sustainable.


Warmest Regards,



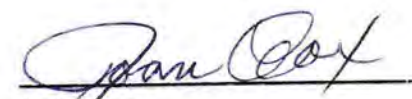
MIKE MCGUIRE
Senator




Kate Sears
Supervisor
County of Marin



Beth Pollard
Executive Director Councilmember
Richardson Bay Regional Agency



Joan Cox
Councilmember
City of Sausalito



Adam W. Politzer
City Manager
City of Sausalito

cc: Steven Goldbeck, Chief Deputy Director, San Francisco Bay Conservation & Development Commission

San Francisco Bay Conservation and Development Commission

375 Beale Street, Suite 510, San Francisco, California 94105 tel 415 352 3600 fax 888 348 5190

State of California | Gavin Newsom – Governor | info@bcdc.ca.gov | www.bcdc.ca.gov

Via Email Only

May 1, 2020

The Honorable Mike McGuire - senator.mcguire@senate.ca.gov

The Honorable Kate Sears - ksears@marincounty.org

The Honorable Joan Cox - jcox@sausalito.gov

Ms. Beth Pollard - bethapollard@gmail.com

Mr. Adam W. Politzer - apolitzer@sausalito.gov

Dear Senator McGuire and Partnership Members:

Thank you for your letter of April 20, 2020 regarding the partnership you have created to resolve the Richardson Bay anchor-out issues.

In the letter you state that your partnership has been working collaboratively for several months and is committed to: (1) providing housing on land or in an authorized marina for the anchor-outs; (2) restoring impacted eelgrass; and (3) preventing new vessels from anchoring out. BCDC staff agrees that implementing these three policies are imperative to improve the health and welfare of the San Francisco Bay and the people who are living on it illegally. We applaud your resolve to achieving these goals and look forward to working with you.

However, I must decline your gracious invitation for BCDC to join the partnership as a formal member. While we are committed to working closely with you, BCDC's regulatory role and the likelihood that you will seek state funds to help implement the solution prevent us from becoming a formal member. However, we look forward to working with you so that we can assist in developing a workable solution in the near-term.

Please keep BCDC apprised of any meetings and your progress in this matter. Priscilla Njuguna, our Enforcement Manager, is on point on this issue, as you know. Of course, feel free as well to



reach out to me, to our Chief Deputy Steve Goldbeck, or to our Regulatory Director Brad McCrea with any questions or concerns that you may have. I look forward to hearing good news about the progress that you are making.

Sincerely,



LAWRENCE J. GOLDZBAND

Executive Director

San Francisco Bay Conservation and Development Commission

Bay Area Metro Center

375 Beale St., Ste. 510

San Francisco, CA 94105

Tel: (415) 352-3653

Email: larry.goldzband@bcdcc.ca.gov

cc: Enforcement Chair Greg Scharff and Committee Members

The Honorable Nancy Skinner - nancy.skinner@sen.ca.gov

The Honorable Phil Ting - phil.ting@asm.ca.gov

The Honorable Kevin Mullin, c/o Mario Rendon - Mario.Rendon@asm.ca.gov

LG/mm

Richardson's Bay Regional Agency

Presentation to the Bay Conservation
& Development Commission
Enforcement Committee meeting of
April 9, 2020

Mission

- The Richardson's Bay Regional Agency (RBRA) is a local government agency serving Belvedere, Mill Valley, Tiburon, and unincorporated Southern Marin. RBRA is dedicated to maintaining and improving the navigational waterways, open waters, and shoreline of Richardson's Bay.

Map of Richardson's Bay



Improving Richardson's Bay health, safety, and management:

- *Ordinance strengthening vessel requirements*
- *Expanded enforcement priorities and personnel*
- *Marine ecology study to inform planning and best practices*
- *Reduction by 1/3 in the number of vessels*
- *Transition planning to improve vessel conditions and reduce numbers*
- *Regular progress reports to BCDC*
- *Support Senator McGuire's collaborative work*

Entering vessel enforcement

Continue & Improve

December 3, 2019 Bay Conservation & Development Commission Expectations:

- Consistent with Resolution No. 03-19, continue to enforce and improve enforcement of the permitted time limits for vessels entering Richardson's Bay

Enforcement on incoming vessels:

- *Notification of time limits to incoming vessels and enforcement on those that fail to comply*
- *Expansion in the number of personnel, agencies and hours engaged in patrol and enforcement on the bay*

Enforcement by the numbers

- All vessels new to Richardson's Bay since August 2019 have been posted with either a 72-hour Notice, or a 10-day Notice of Marine Debris (depending upon the condition of the vessel)
- All unoccupied vessels have been removed or are in the abatement process
- Summary of all removal, departure, and permit activity:
 - 75 vessels removed and disposed
 - 35 vessels voluntarily departed
 - 15 vessels obtained 30-day permits

Enforcement Improvements

- Expanded personnel, agencies, and hours for patrol and enforcement:
 - New 20-hour/week RBRA Assistant Harbormaster position started April 6
 - Belvedere, Mill Valley and Tiburon police officers' bi-weekly shifts with Harbormaster
 - Marin County Sheriff Marine Patrol Unit and United States Coast Guard:
 - Assistance to Harbormaster
 - Enforcement of other federal, state and local laws (including federal vessel safety standards by USCG)

Actions Initiated

By March 31, 2020

BCDC Expectations

- In collaboration with each RBRA member agency and other stakeholder agencies, including the City of Sausalito, secure sufficient funding and resources to enable success of the following initiatives.

Collaborations

- Each member agency has:
 - Contributed to funding an Assistant Harbormaster position
 - Provided ongoing law enforcement support on the bay
- Collaborations with other agencies:
 - United States Coast Guard
 - City of Sausalito
 - State of California:
 - Senator McGuire
 - Seeking collaboration with BCDC
 - CA Boating & Waterways – increased funding
 - NOAA – only CA agency - 2019 marine debris removal grant
 - Eelgrass research & restoration efforts

BCDC Expectations

- By March 31, 2020:
 - Initiate action to remove all marine debris, unoccupied vessels, unregistered vessels, and vessels occupied by persons who are not able to control the vessels during storm events or the vessels that are endangering or threatening to endanger others

Actions initiated by March 31, 2020

- Marine Debris action initiated: Board direction on March 12, 2020 to add all occupied marine debris vessels to enforcement priorities by a date in 2021
- Unoccupied vessel action initiated: Since August 2019, RBRA has removed more than 70 unoccupied vessels
- The 15 remaining unoccupied vessels are in the abatement process

Actions initiated by March 31, 2020

- Unregistered vessels action initiated:
 - Vessel owners/occupants will be required to enroll their vessel in a new RBRA *Seaworthy and Safe Program* in Spring 2020
 - Vessels must obtain registration with the DMV or be documented with the USCG. Vessel occupants will be provided information on how to register or document vessels
 - Vessels failing to meet requirements for DMV registration or USCG documentation will be added to enforcement priorities for 2021

Actions initiated by March 31, 2020

- Unsafe/inoperable vessels: Action initiated for inoperable vessels, or vessels occupied by persons who are unable to control their vessels during storm events:
 - *Persons who demonstrate they are unable to operate their vessels will not be allowed to maintain RBRA Safe & Seaworthy enrollment and their vessels will be subject to removal. Signs of inability to operate include failing to control vessels from running aground or from running adrift*

Transition Planning

For a safe, healthy, and well-managed anchorage

Bay Conservation & Development Commission (BCDC) Expectations:

By March 31, 2020:

- Submit a plan with timelines to transition all other vessels off the water within a reasonable period

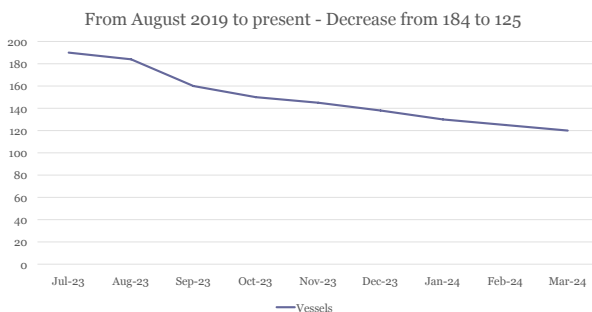
Challenges

- Historical/cultural use of Richardson's Bay by occupied vessels
- Vessel occupants' opposition to rules or removal
- Low income population
- Housing crisis in number of units and cost
- Very limited subsidized or supportive housing

Actions to Date

- RBRA Board direction for transition vision, principles, and actions, and development of implementation steps
- Reduction of number of vessels anchored on bay
- Increased cooperative efforts by RBRA staff and other law enforcement agencies to act on Board enforcement priorities

Vessel count in Richardson's Bay



Transition Vision

- *Richardson's Bay has essential value as a recreational and environmental resource where eelgrass is increasingly protected, preserved, and restored; vessels on the anchorage become seaworthy, operable and compliant with other requirements; and the number of liveaboard anchorout vessels diminishes over time.*

Transition Principles & Actions

Principle: Prevent Additional Vessels from Extended Stays

Actions:

- Assistant Harbormaster position added to support proactive management of vessels new to Richardson's Bay
 - Funded by the member agencies, expands RBRA's capacity by 20 hours/week
- Increased law enforcement assistance by RBRA cities, Marin Sheriff, and USCG

Principle: Protect and Promote Eelgrass

Actions:

- *Advocate, seek, and support research and restoration efforts by other agencies/organizations*
 - *Research and restoration project interest by the Estuary and Ocean Science Research/Romberg Center*
 - *Seeking state funding through Sen. McGuire*

Principle: Protect and Promote Eelgrass

- *Establish portion(s) of the anchorage as no-to-minimal anchoring zone(s) to support eelgrass restoration efforts, as well as creating more open water for recreational use*
 - *Utilize data and information from Merkel & Associates Mooring Feasibility & Planning Study, and additional analysis, to set boundaries*

Principle: Protect and Promote Eelgrass

- *Remainder of anchorage is where vessels may anchor or moor*
 - *Refine details (specific boundaries for all zones, anchoring or mooring, equipment/technique, impacts, etc.) using data and information from Merkel study and additional analysis*

Map of Richardson's Bay



Principle: Accommodate legacy anchorouts that meet RBRA requirements

Actions:

- *RBRA Seaworthy and Safe program for legacy anchorouts*
 - *Begin implementation in Spring 2020*
 - *Enrollment in program identifies vessels and vessel occupant(s)*
 - *Successful enrollment of an individual in program is not transferable to other individuals*
 - *Refusal to enroll will subject vessel to removal*

Principle: Accommodate legacy anchorouts that meet RBRA requirements

- *Clearly identify and uphold expectations:*
 - *Set date by which all remaining vessels must meet requirements through repairs or one-time replacement. Timeline: 2021 date*
 - *Among expected requirements:*
 - *Operable means of propulsion and steering*
 - *Self-contained sewage disposal*
 - *Vessel currently registered*
 - *Secure ground tackle*

Principle: Realize a decreasing number of liveaboard anchorout vessels over time

Action:

- *Vessels that fail to meet requirements in 2021 will not be allowed to stay*
- *Vessels that do not maintain compliance will be subject to removal*

Principle: Realize a decreasing number of liveaboard anchorout vessels over time

- *Continued coordinated outreach and search for housing subsidy support (on land or in marinas)*
- *Vessels leave as occupants find housing alternatives*
- *Work with Sen. McGuire, City of Sausalito, and other partner agencies on creating housing opportunities*

Principle: Realize a decreasing number of liveaboard anchorout vessels over time

- *Removal of vessels that cannot be controlled by their owners/occupants*
- *Persons who demonstrate they are unable to operate their vessels will not be allowed to maintain RBRA Seaworthy & Safe enrollment and their vessels will be subject to removal. Signs of inability to operate include failing to control vessels from running aground or from running adrift*

By the Numbers

- Meeting vessel requirements:
 - Currently an estimated 20 of the approximately 90 occupied vessels may meet the requirements.
 - Of the estimated 70 nonconforming vessels, estimate about 15 will depart the anchorage by 2021, leaving an estimated 55 needing repair or replacement.
 - Estimated number of vessels after requirements deadline: ± 50

Continual decrease in vessels

- Estimate departure/removal of about 10% per year
- Estimated timeline for reduction to fewer than 10 vessels: 20 years or less

Funding for vessel abatement:

Funding requests to:

- Division of Boating & Waterways, California State Parks, Surrendered & Abandoned Vessel Exchange Program (SAVE)
- Marine Debris Removal Grant Program, National Oceanic & Atmospheric Administration (NOAA)
- State Senator McGuire



Funding for alternative housing

- Federal and state subsidies, as available
- Sen. McGuire support for supportive housing units for anchorout population
- Uncertain COVID-19 impacts on resources



Conclusion

- Through RBRA actions:
 - *Number of vessels reduced by 1/3 in eight months*
 - *All unoccupied vessels removed/in process of removal*
 - *Increased enforcement resources & presence*
 - *Preventing additional vessels from settling in*
 - *Transition planning and timelines for improved safety conditions and attrition of vessels from the bay*
 - *Search for housing alternatives and funding*
 - *Support for eelgrass restoration*